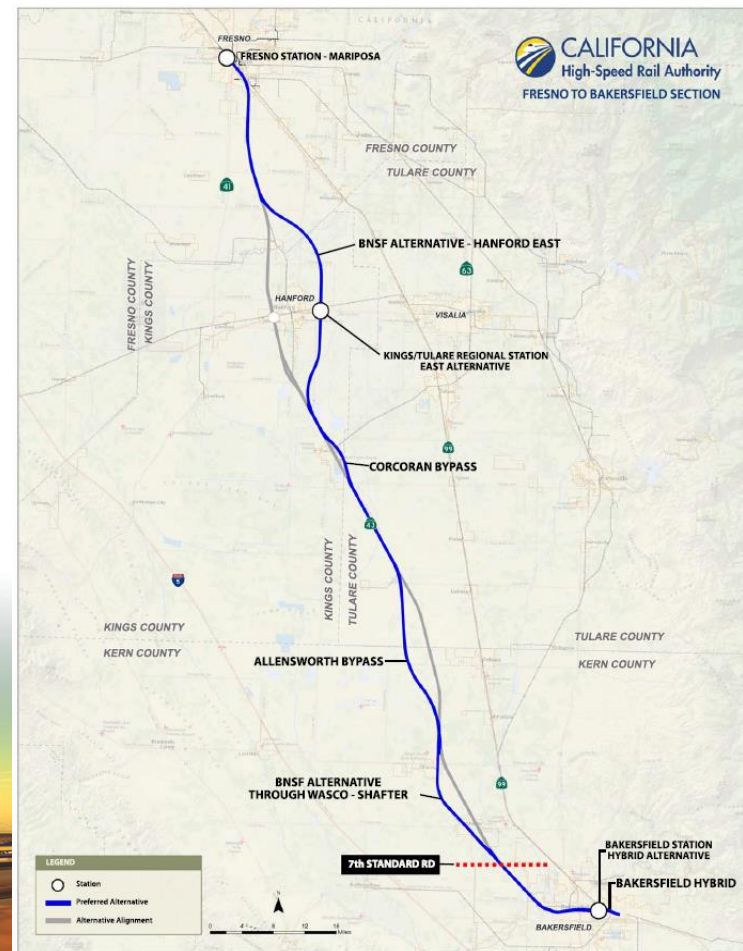


# Alternative Alignments



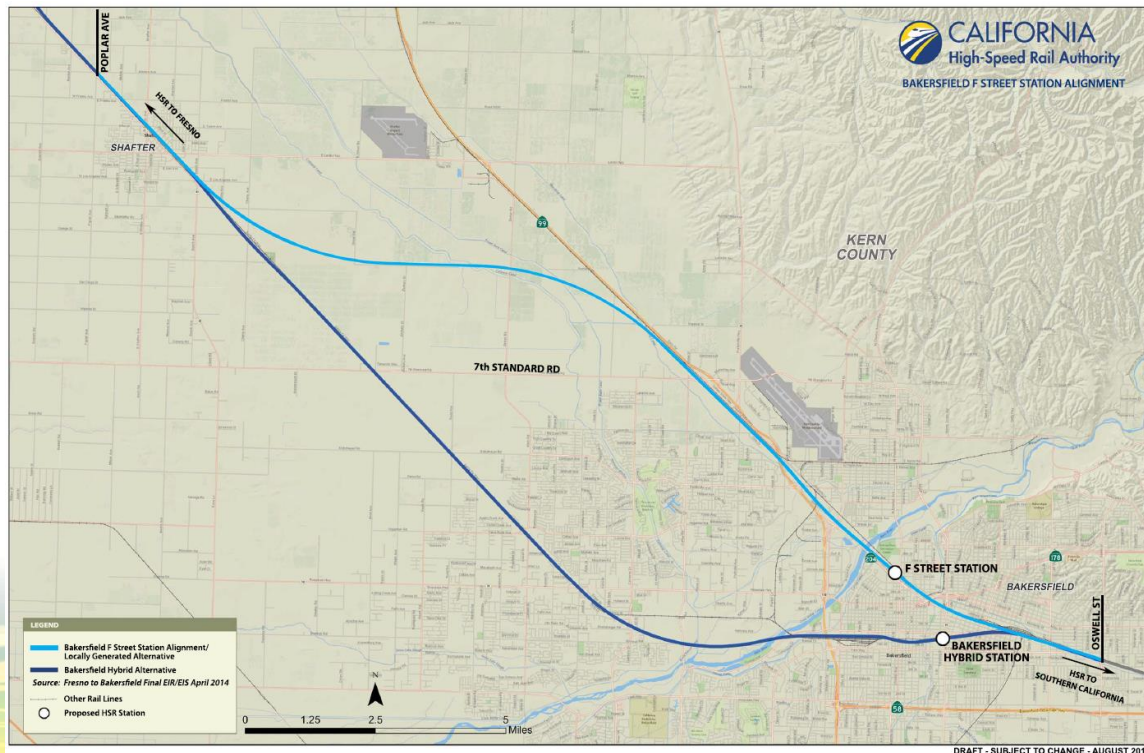
# FRESNO TO BAKERSFIELD EIR/EIS

- 114-Mile Corridor
- Final EIR/EIS Certified in May 2014
- Preferred Alternative Includes:
  - Parts of the BNSF Alternative
  - Corcoran Bypass Alternative
  - Allensworth Bypass Alternative
  - Bakersfield Hybrid Alternative
- Three Stations:
  - Downtown Fresno (Mariposa St.)
  - Kings/Tulare Regional Station
  - Downtown Bakersfield (Truxtun Ave.)



# BAKERSFIELD HYBRID ALTERNATIVE

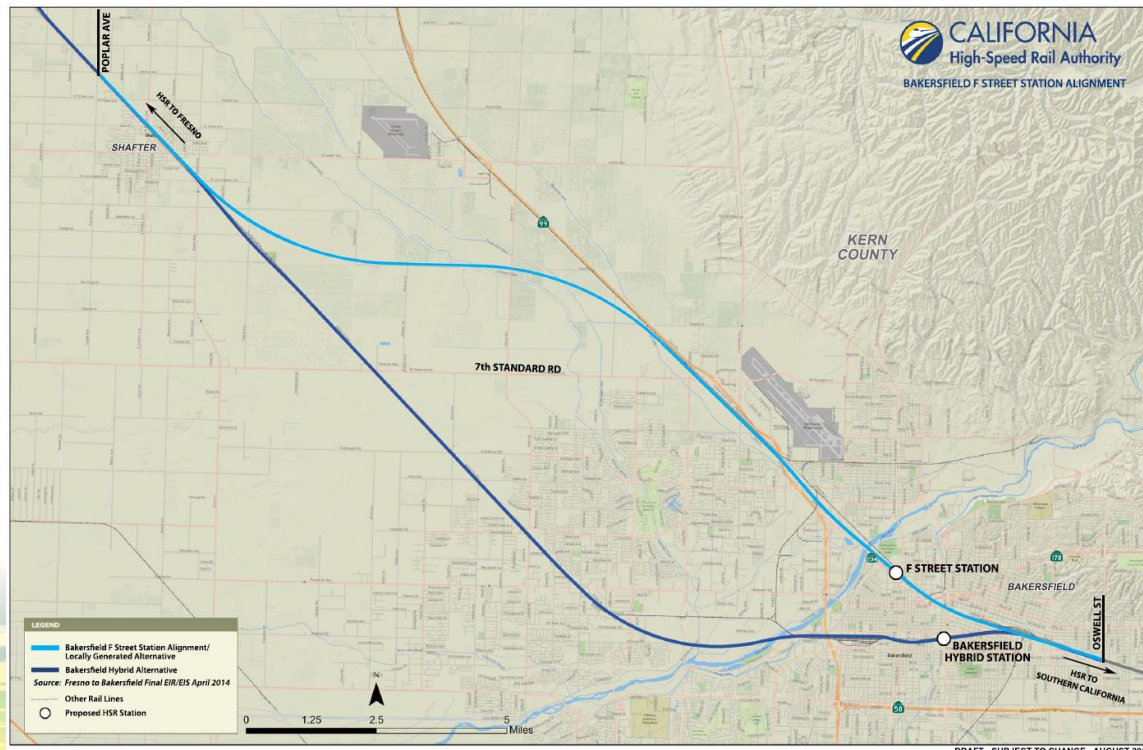
- Selected as the Preferred Alternative in the Fresno to Bakersfield Section Final EIR/EIS
  - Follows the Bakersfield South Alternative Alignment from Hageman Road to a station in downtown Bakersfield
  - Swings North of the BNSF Alternative alignment through East Bakersfield to Oswell Street
- Fewest Impacts to Water Resources, Churches & Residential Properties Compared to BNSF North & South Alignments





# LOCALLY GENERATED ALIGNMENT: BAKERSFIELD F STREET STATION ALIGNMENT (BFSSA)

- 23-Mile Corridor from Poplar Avenue to Oswell Street
- 14-Miles of Viaduct (Bridge)
- Will Include a Station in Bakersfield at F Street and Golden State Avenue
- Parallels BNSF & UPRR Railroad Corridors
- Transitions Between Rail Corridors Mainly Through Rural Areas



## BENEFITS OF BFSSA

- Shorter Alignment in Miles and Travel Times
- Reduction of Impacts to Residential Development and Schools
- F Street Station Location Stimulates Economic Development
- Connection to California Urban Centers
- Works to Achieve Rail Passenger Gap between Central Valley and Southern California

